

TIME TABLES, TRAINS,
ETC.

DRAFTER 10

INAUGURAL - 1961

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A very faint, light-colored watermark of the Lincoln Memorial in Washington, D.C. is visible in the background. The memorial is a large, neoclassical structure with a prominent portico of Corinthian columns supporting a classical entablature and a triangular pediment. The background is a bright, overexposed sky.

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Abraham Lincoln's 1861 Inauguration

Time Tables, Trains, etc.

Excerpts from newspapers and other sources

From the files of the
Lincoln Financial Foundation Collection

PROGRESS OF THE PRESIDENT ELECT. *Feb. 13, 1861*
Great Enthusiasm at all Places on
the Route.

His Arrival at Cincinnati.

Enthusiastic Reception by Immense Crowds of
People.

Indianapolis, Feb. 12. Governor Morton escorted Mr. Lincoln and the gentlemen accompanying him to the Governor's mansion this morning, where they breakfasted.

Mrs. Lincoln and her two sons arrived this morning.

Last night Mr. Lincoln was again introduced to an immense crowd from the balcony of the Bates Hotel. He said he had no time to make, if he made speeches whenever his friends wished him to do so, he would never reach the National Capital. He thanked the assemblage, and hoped they would all meet him again under one flag of one Union. He bade them an affectionate farewell.

At 10 o'clock this forenoon Mr. Lincoln and suite, under escort of the Governor and Legislative Committee, took their departure amid the shouts of the multitude. Col. Hazard, of the army, at the request of Mr. Lincoln, has joined his suite.

Morris, Indiana, 1.10. The President's train has arrived. There were large and enthusiastic assemblages at all the stations on the route. All the crossings, stations, &c., have the American flag flying as a sign that all is right.

Laurelwood, 12th. The town an immense crowd had to receive Mr. Lincoln. Flags, banners, &c., were suspended over the track. Mr. Lincoln made a brief address. He hoped all were Union men here and friendly with their neighbors across the river. The train moved on amid shouts, cheers, &c.

Cincinnati, 12th. The President's train arrived on time. The streets were blocked with people, compelling the locomotive to stop and obliging the military to clear a way to the depot. On his arrival the Mayor welcomed Mr. Lincoln to the city. He then accompanied Mr. Lincoln to a barouche, and under the escort of the military and a procession of citizens, amid the cheers of the immense crowd, he proceeded to the Burnett House. The whole house was decorated, and there the wildest excitement.

Mr. Lincoln entered the house, the band playing "Hail Columbia" and the "Star-Spangled Banner." He was introduced to a vast assemblage from the balcony by Mayor Lu...^{...ard}

Mr. Lincoln said—^{...ard} spoken but once before in Cincinnati, and that was the year previous to the late Presidential election. On that occasion, in a playful manner, but with sincere words, I addressed much of what I said to the Kentuckians. I gave it as my opinion that we & Republicans would ultimately beat them as Democrats, but they would postpone that event longer by nominating Senator Douglas for the Presidency. They did not in any true sense nominate Mr. Douglas for the Presidency, and the result has come certainly as soon as I expected. I also told them how I expected they would be treated after they should have been beaten; and I now wish to call their attention to what I then said. I said—

"When we do, as we say we will, beat you, you will perhaps want to know what we will do with you. I will tell you, as far as I am authorized to speak for the opposition. We mean to treat you as nearly as we possibly can as Washington, Jefferson and Madison treated you. We mean to leave you alone, and in no way interfere with your institutions; to make by all proper compromise of the Constitution, and in a word, to treat you so far as degenerate men—if we have degenerated—may, according to the example of those noble Fathers. We mean to remember that you are as good as we are, and that there is no difference between us other than a difference of circumstances. We mean to recognize and bear in mind always that you have as good hearts in your bosoms as other people, or as we claim to have, and treat you accordingly."

Follow citizens of Kentucky—friends, brethren, may I not call you—in my new position I see no occasion and feel no inclination to retract a word of this. If it shall not be made good, be assured the fault shall not be mine."

Great enthusiasm was manifested during the delivery of this short address.

In passing to his room those that could rush to Mr. Lincoln, throwing their arms around him, patting him on the back, and almost wrenching his arms off. A large number of politicians were in attendance. The grand hall of the Burnett House is decorated for the occasion. Mr. Lincoln is holding a reception this evening. He is in good spirits and looks well. Nothing has occurred to mar the pleasure of his journey thus far.

A Memorable Time Card.

This is a copy of the time table for the train which bore Abraham Lincoln from Springfield to Washington to be inaugurated president of the United States:

GREAT WESTERN RAILROAD.

**TIME CARD
FOR A SPECIAL TRAIN, MONDAY, FEB. 11, 1861,
WITH
MIS. EXCELLENCE, ABRAHAM LINCOLN, PRESIDENT-
ELECT.**

Leave Springfield.....	8:00 A. M.
" Jamestown.....	8:15 "
" Dawson.....	8:24 "
" New Albany.....	8:30 "
" Lanesville.....	8:37 "
" Iliopolis.....	8:49 "
" Niantic.....	8:58 "
" Summit.....	9:07 "
Arrive at Decatur.....	9:24 "
Leave Decatur.....	9:30 "
" Oakley.....	9:45 "
" Cerro Gordo.....	9:54 "
" Bement.....	10:13 "
" Sadorus.....	10:40 "
Arrive at Tolono.....	10:50 "
Leave Tolono.....	11:05 "
" Philo.....	11:07 "
" Sidney.....	11:17 "
" Homer.....	11:30 "
" Salina.....	11:45 "
" ...".....	11:53 "
" Bryant.....	12:07 P. M.
" Danville.....	12:12 "
Arrive at State Line.....	12:30 "

This train will be entitled to the road, and all other trains must be kept out of the way.

Trains to be passed and met must be on the side track at least ten minutes before this train is due.

Agents at all stations between Springfield and the State Line must be on duty when this train passes, and examine the switches and know that all is right before it passes.

Operators at telegraph stations between Springfield and the State Line must remain on duty until this train passes, and immediately report its time to Charles H. Speed, Springfield.

All foremen and men under their direction must be on the track and know positively that the track is in order.

It is very important that this train should pass over the road in safety, and all employees are expected to render all assistance in their power.

Red is the signal for danger, but any signal apparently intended to indicate alarm or danger must be regarded, the train stopped, and the meaning of it ascertained.

Carefulness is particularly enjoined.

F. W. Bowes, Supt.

Humber 580 - Buffalo of Albany

1861 TRIP

The car in which Abraham Lincoln made the journey from Buffalo to Albany on his way to Washington for his first inauguration is still running on the Auburn branch of the New York Central railroad. The ceiling is decorated with the national flag, and at one end is a portrait of Lincoln and at the other one of Washington. The car is now known as No. 540, was new in February, 1861, and was decorated for the purpose of carrying the President. It is still in good condition and runs regularly. 11/1/887

SOME VERY EARLY ENGINES

The "Atlantic" That Once Pulled Lincoln's Car, Still in Existence.

When the Baltimore & Ohio Railroad company held its annual meeting in June, 1830, the reports submitted by the heads of the various departments of the road showed a great increase in the amount of freight and passengers carried over the previous year.

This increase was of such magnitude that it had become necessary to provide additional cars and to find some better method of motive power than the horses which, up to this time had been in use on the road. After Mr. Peter Cooper of New York City had tested out his engine "Tom Thumb" on the line between Baltimore and Ellicott's Mills, Md., and had successfully demonstrated the power and speed of the steam locomotive and its adaptedness to the road-bed as built by the Baltimore & Ohio, it was decided to make arrangements to substitute the steam engine for the horses. The Baltimore & Ohio therefore determined to offer a prize of \$4,000 for an engine which would best meet the conditions set forth in the terms of the competition inaugurated. *JOURNAL*

Five manufacturers (or rather five inventors) of locomotives submitted an engine for trial in the competition and after carefully considering the merits of each, the prize was given to Mr. Phineas Davis, who, for years, had been engaged in watchmaking at his home in York, Pa., and who, when the development of the locomotive, had been fairly started, both in England and America, had become greatly interested, and had made the subject a matter of study and experiment. *KNOXVILLE IOWA*

The engine submitted for the trial and winning the prize, was called "The Original York." It is was found that a few changes in the transmission of the steam to the cylinders and the manner of gearing the wheels would increase the speed and power of "The York," the railroad company made arrangements to have these changes made by Mr. Davis, who satisfactorily complied with the requirements, and in a short time had the engine ready for use, changing her name to "The Remodeled York." This engine worked successfully in her rebuilt character, and ran for a number of years between Baltimore and Ellicott's Mills, Md., making the round trip, allowing for a 15-minute stop over at Ellicott's Mills, in about two and one-half hours and attaining, when desired, a speed of 20 miles per hour. *✓ ✓ ✓ ✓*

The cars in use at this time were the old horse cars, which had been designed when the line had been opened for business in 1829, but were slightly modernized, however, within a year after they had been put in service—that is—instead of open win-

dows for the passenger cars, glazed sashes had been fitted, a stove added for comfort, and a little paint used for appearances; while the freight cars had a low roof and sides added in place of the tarpaulins that were used in the beginning of the freight business of the company.

When the directors met again in

January, 1832, the business had again greatly increased, and an engine of greater power and speed than the York had become imperative. Plans and specifications were prepared, and the contract given to Mr. Davis, the builder of the York, who immediately started the work on the new engine. Early in June, 1832, the principal parts of the engine were ready for delivery to the company and four ox-carts were engaged to bring the parts of the engine to Baltimore, Md., from the Davis shops at York, Pa.. Mr. Davis accompanied the ox-carts on their trip to Baltimore and when they arrived took charge of the work. The engine was soon completed—about June 26, 1832—and was christened "The Atlantic." The operation of this engine was successful and she went into service, after being thoroughly tested. On account of her long driving rods operating vertically, suggesting the motion of the large hind legs of a grasshopper, the engine was nicknamed "The Grasshopper," a name that has always been used to designate the Atlantic and other engines of a similar type which were built for the service of the Baltimore & Ohio Railroad company from 1832 to 1838.

In 1834, when the Washington Branch was completed, the Atlantic with her quaint passenger cars, formed the train which was the first to enter Washington, D. C. President Jackson, accompanied by many members of the United States senate and the house or representatives, was at the Baltimore and Ohio station when the train arrived and with the great multitude present gave a warm welcome to the train. President Jackson requested to be shown the manner of operating the engine and proved his mechanical skill by running the engine up and down the tracks.

In 1861, when president-elect Lincoln was on his way to his first inauguration, he came to Baltimore, where a special train was waiting at the Baltimore and Ohio station to take him to Washington. On account of threats which had been made to wreck the train after it had left Baltimore, it was deemed best to make other arrangements, and orders were accordingly given to Mr. John Smith, who at this time had charge of making up the trains. As no regulating engines were in use at this period on the Baltimore & Ohio, Mr. Smith, with the aid of his horses, placed two of the cars in proper position and the Atlantic was coupled up to them a short distance from the station. All being in readiness, Mr. Lincoln was taken from the car which he had occupied in the journey from

the north to Baltimore, and entering a carriage was carried to the waiting "Atlantic Special." Before the crowd of people at the station were fully aware of what was going on, the Atlantic was making 25 miles per hour on her way to Washington which was reached without mishap.

Mr. James Van Buren Pilcher, the engineer of this special train, recent-died at an advanced age. Before his death Mr. Pilcher thanked him for bringing him through safely. After the inauguration, the president and his wife made several trips between Washington and Baltimore,

and the reminiscences of both Mr. Pilcher and Mr. Smith are very interesting, as, on account of their positions with the Baltimore & Ohio they met the president personally. Mr. John Smith, who is popularly known by the Baltimore & Ohio men and officials as "Daddie" Smith, is still living and will be 93 years old on his next birthday. As he entered the service of the company when he was 18 years old, his service record of 75 years is not supposed to be equalled by any railroad employee in the world. He is still in full enjoyment of all of his faculties and is healthy and hearty for a man of his advanced age.

The Atlantic was in active service from the year she was built until 1892, when, after her 60 years of service, she was taken from active duty, and with the other old engines of the famous Baltimore and Ohio collection, she was sent to the Columbian Exposition at Chicago, Ill., in 1893.

In 1904 the engine appeared at St. Louis, Mo., with the Baltimore and Ohio exhibits.

At the Baltimore Jubilee celebrations in 1906 and 1908, the Atlantic was exhibited in Baltimore, Md.

In 1913, with nine other old engines which had been associated with the early operations of the road when it was completed as far as Wheeling, W. Va., in 1853, the engine took part in the semi-centennial of the admission of the state of West Virginia to the Union, June 20, 1863-1913 at Wheeling, W. Va.

A few weeks later the exhibit was sent to Charleston, W. Va., and became quite an attraction at the Prosperity exhibition.

In the fall of 1914 the Atlantic was exhibited at Chillicothe, Jackson and Portsmouth, Ohio, and after spending a week at the Old Home Coming in Wilmington, Del., returned to Martinsburg, W. Va., where the entire historical exhibit of the Baltimore & Ohio railroad company is stored.

The Atlantic is in first class condition at the present time, and, if

desired, can be fired up and made ready for service within one hour.

Perhaps it may be of interest to know the principal dimensions of the engine and her mechanical adjustments:

Weight	8 tons
Length over all	14 feet
Height: rail to top smoke stack	14 ft.
Steam pressure	50 pounds
Cylinder stroke	18 inches
Driving rod stroke	28 inches
Standard track gauge.	.

Suffrage Opponent Gets Big Surprise.

"Woman suffrage is going to be the ruination of this country."

The speaker was a man in the street. In addition to being a man in the street he was the father of two sweet faced babies and the husband of a pretty wife. Nor was he so old himself.

"I see now the women in New York wish to wear trousers and march in a parade with the men, and I reckon they will let them do it."

He was talking to an acquaintance, baiting him, so as to speak, in an effort to start an argument. But the friend was meek; he said nothing.

Unable to start an argument the man in the street continued unassisted, and unmolested, with his ranting. "Woman's place is in the home. If these women who are chasing about over town talking suffrage would hush their confounded barking and take better care of their homes and children how much happier everyone would be. You can bet, however, that my wife is not among them. She has been taught better. I told her if the time ever came when she thought she could not be happy unless she could vote she could get out and earn her own living; she can't live under my roof and vote. No, sir, I will never vote for suffrage; a thousand times I were dead first. Nor shall my wife vote if the women are given the ballot in Iowa this year."

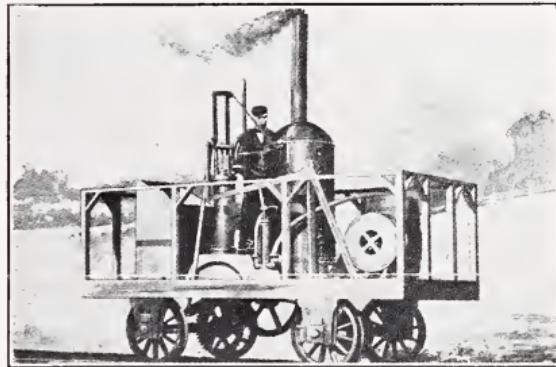
"I have always said this country has been run most successfully since its founding by the men and there is no need to try new fangled changes at this time. You know," he said, "there

With my compliments E.L.B.

THE
BALTIMORE AND OHIO RAILROAD
COMPANY

AMERICA'S FIRST PASSENGER AND FREIGHT RAILROAD

BRIEF HISTORICAL OUTLINE



"TOM THUMB"—1830

OFFICE OF ASSISTANT TO PRESIDENT
NOVEMBER 1, 1925

BRIEF HISTORICAL OUTLINE

The Baltimore and Ohio Railroad had its inception in a meeting held at the home of George Brown, in Baltimore, Md., on February 12, 1827, growing out of numerous conversations between Philip E. Thomas, then President of the Mechanics Bank of Baltimore, and George Brown, a director of the same institution, to consider some means of restoring to the City of Baltimore the trade which was rapidly being diverted from it by the Erie Canal. A committee appointed at this meeting made report at a subsequent meeting held a week later, February 19, recommending that a charter be obtained from the Legislature of Maryland to incorporate a company to construct a "double railroad" from Baltimore to a suitable point on the Ohio River.

February 28, 1827, a charter was granted to The Baltimore and Ohio Railroad Company by the Maryland Legislature, under which charter the railroad continues to operate at the present time.

April 24, 1827, the Company was organized with a directorate of twelve, among whom was Charles Carroll of Carrollton, at that time the only surviving signer of the Declaration of Independence. The Directors selected Philip E. Thomas as the first President, and George Brown as Treasurer.

1828. The Maryland Legislature authorized that State to subscribe \$500,000 to the stock of the new Company, this being the first legislative aid given to a railroad in the United States.

July 4, 1828, the First Stone of the railroad was laid by the Grand Lodge of Masons of Maryland, in which ceremony Charles Carroll of Carrollton participated. The work of laying out the road began three days later, July 7, 1828.

May 22, 1830, the first division of the road was officially opened with horses for motive power between Baltimore and Ellicott's Mills (City), Md., 14 miles, and the first revenue passenger train was operated the following Monday, May 24, 1830. The schedule called for three trains each way daily. The fare for the round trip was 75 cents.

At the time the passenger service was started the Company had no freight cars. It was not until August 20, 1830, that the actual handling of freight for revenue was begun.

The road was operated by horse power from the time of its opening in May, 1830, until the following August.

August 30, 1830, the "Tom Thumb," constructed by Peter Cooper, the first steam locomotive run on The Baltimore and Ohio with a car containing passengers, made the distance from Baltimore to Ellicott's Mills without a break in an hour and a quarter, and the return trip was made in 57 minutes. After this experiment steam locomotion was decided upon as the best means of operating the road.

1831. The Company offered a prize of \$4,000 for the best locomotive weighing not over $3\frac{1}{2}$ tons and capable of hauling 15 tons at the rate of 15 miles per hour. Phineas Davis, of York, Pa., won the prize with his engine "York" which went into regular service between Baltimore and Ellicott's Mills hauling what was then known as the York Express, completing the trip one way in an hour.

1832. The York was followed by a heavier engine, known as the "Atlantic," which was also built by Phineas Davis and which remained in the service of The Baltimore and Ohio until 1892. During this same year (1832) the line was opened to Point of Rocks, Md., 69 miles from Baltimore.

1835. The line was opened between Baltimore and Washington, D. C.

1852. The road was more or less hampered by the Chesapeake & Ohio Canal from Point of Rocks to Cumberland, but the railroad and the Canal finally came to an understanding and the road was continued to Cumberland and later to Wheeling, W. Va., which it reached December 25, 1852. The first train running through from Baltimore arrived in Wheeling, January 1, 1853.

1857. After reaching the Ohio River at Parkersburg The Baltimore and Ohio, through agreements with other companies then under construction, continued to St. Louis via Cincinnati.

1871. The Pittsburgh and Connellsburg Railroad completed its line between Cumberland and Pittsburgh and The Baltimore and Ohio Company took it over under a long lease, and subsequently acquired it.

1874. The Baltimore and Ohio reached Chicago through leases of other lines, since acquired, and the building of the present Chicago Division under the name of The Baltimore and Ohio Chicago Railroad.

1886. The line from Baltimore to Philadelphia was opened.

Other lines were acquired from time to time: Cleveland, Lorain and Wheeling in 1901; Cleveland Terminal and Valley in 1902; Toledo and Cincinnati in 1917; Coal and Coke in 1917 and Morgantown and Kingwood in 1920.

The Baltimore and Ohio System has been extended until today it reaches twelve States and the District of Columbia, directly serving a population estimated at 17,500,000, including many of the important cities of the east and middle west from New York City to Chicago and St. Louis.

The total mileage of The Baltimore and Ohio at present is 5,196 miles of road, and 10,308 miles of all tracks. This mileage does not include the lines on Staten Island or the Chicago Terminals. These latter lines are owned by The Baltimore and Ohio Railroad but operated separately, both of them having a combined mileage of 100 miles of all tracks.



"LORD BALTIMORE"—1925
(Built at Mt. Clare Shops of Baltimore and Ohio Railroad, Baltimore, Md., June 20, 1925)
SHOWING NEARLY ONE HUNDRED YEARS OF PROGRESS

LINCOLN LORE

Bulletin of the Lincoln National Life Foundation - - - - - Dr. Louis A. Warren, Editor.
Published each week by The Lincoln National Life Insurance Company, of Fort Wayne, Indiana.

No. 263

FORT WAYNE, INDIANA

April 23, 1934

LINCOLN IN OHIO

Ohio and Ohio men had much to do with the legal and political career of Abraham Lincoln. To an Ohio newspaper goes the credit for first suggesting Abraham Lincoln as a candidate for the presidency; and it was an Ohio man who said, upon the announcement of his death, "Now he belongs to the ages."

December 1849

On Christmas Eve, 1849, Abraham Lincoln wrote a letter to Judge Hitchcock at Columbus, Ohio, about legal proceedings in which he was interested. The letter was written from Cincinnati, and it appears as if Lincoln must have been there three or four days. It is not clear whether or not he went to Columbus as the letter implies that he might. In this, Lincoln's first case in Ohio courts, he was associated with T. D. Lincoln of Cincinnati.

September 1855

The famous McCormick-Manny case was responsible for Lincoln's visit to Cincinnati in the fall of 1855. Here he met Edwin M. Stanton who had also been retained by the defendant. Lincoln was greatly humiliated by Stanton taking the initiative in the case, although it is not likely that all the traditions extant about Stanton's abuse of Lincoln can be confirmed. Lincoln arrived in Cincinnati on September 19 and was entertained at the home of W. M. Dickson, whose wife was a cousin of Mrs. Lincoln. One whole week was spent in the city, Lincoln leaving for home on September 26. He remarked when he left that he did not wish to visit Cincinnati again, as he had had a very unpleasant experience in the courts.

September 1859

On September 6, 1859, Abraham Lincoln wrote two letters to citizens of Ohio in reply to invitations he had received to speak at Columbus and Cincinnati. One was directed to Mr. W. T. Bascom and the other to Peter Zinn. The latter he informed "I shall try to speak at Columbus and Cincinnati but cannot do more."

Lincoln visited Columbus on Friday, September 16. In the afternoon at two o'clock he spoke from the east terrace of the State House, and in the evening he addressed the Young Men's Republican Club at the City Hall. It is not known generally that Lincoln had a daguerreotype picture made while there.

The following day he spoke at Dayton. He addressed the people of the

city at the court house in the afternoon; also he is said to have visited a photographer with Mr. Samuel Craighead. A young artist by the name of Nickum made a sketch of Lincoln which has been preserved.

Enroute to Cincinnati from Dayton the train stopped at Hamilton depot where Lincoln addressed the people from an improvised stand near by. He was introduced by Congressman John A. Gurley, a very short man who made a vivid contrast to Lincoln's six foot four inch stature.

Lincoln arrived in Cincinnati at seven o'clock on Saturday night and was escorted immediately to the Burnet House. After meeting members of the committee at the Burnet House, he was taken in an open carriage to the Fifth Street market place where the meeting was to be held. He spoke from a balcony at the home of Mr. Kinsey on the north side of the square. One of the members of the committee to receive Lincoln was Rutherford B. Hayes.

February 1861

Cincinnati

Lincoln's first stop in Ohio on his way to Washington for the inauguration was at Cincinnati. He reached the city on February 12, the fifty-second anniversary of his birth. At five P. M. he was introduced by Mayor Bishop and spoke to the people assembled at the Burnet House.

In the evening Lincoln was serenaded by a group of 2,000, representing the German Free Working Men, and he spoke a few words of greeting from the balcony of the hotel.

Columbus

On February 13 Lincoln addressed a joint assembly in the House of Representatives at the Ohio State Capitol. After a few remarks there, he proceeded to the west front of the capitol where he spoke to the great mass of people assembled. An informal reception was held in the rotunda of the court house, and in the evening Lincoln received members of the Legislature and City Council at the governor's mansion.

Steubenville

Lincoln received formal greetings from the city authorities of Steubenville on February 14 and acknowledged their welcome with a short reply.

Wellsville

Lincoln made a few remarks at Wellsville and on the following day, February 15, the train also stopped but he asked to be excused from further comments.

Alliance

Dinner was served the presidential party at Alliance. Afterwards a temporary stand was placed in front of the depot, and Lincoln expressed his appreciation for such an outpouring of people.

Ravena

At Ravena another enormous crowd greeted the president, and here also he addressed the people assembled.

Hudson

A still larger gathering, estimated at 5,000, waited for Lincoln at Hudson, but he did nothing more than appear and bow to the people.

Cleveland

At four o'clock the presidential party reached Cleveland, and Lincoln was immediately escorted to the Weddell House. The President of the City Council and the Chairman of the Citizens Committee both spoke words of welcome to which Lincoln responded. He admitted very much fatigue as he had spoken many times. In the evening there was a reception given Mr. and Mrs. Lincoln at the hotel.

Willoughby

On the morning of February 16 Lincoln started on another lap of the journey. He received an enthusiastic greeting at Willoughby.

Painesville

When he reached Painesville he found a platform erected for the occasion from which he spoke briefly.

Madison

Although a large crowd was present at Madison, they had to be satisfied with Lincoln's coming to the platform of the car and acknowledging the greeting by bowing.

Geneva

A formal greeting was extended to Lincoln when the train reached Geneva, and he replied with a few words.

Ashtabula

Lincoln acknowledged very briefly the fine reception accorded him at Ashtabula and suggested that all of these demonstrations strengthened him for his task.

Conneaut

At the last town in Ohio touched by the special train the stop was so brief that Lincoln had only time to bow in recognition of the ovation he received.

Note—For a fuller account of Lincoln's contacts with Ohio see *Lincoln and Ohio* by Daniel J. Ryan, published by The Ohio State Archaeological and Historical Society, Columbus, Ohio.

LINCOLN LORE

Bulletin of the Lincoln National Life Foundation - - - - - Dr. Louis A. Warren, Editor.
Published each week by The Lincoln National Life Insurance Company, of Fort Wayne, Indiana.

No. 352

FORT WAYNE, INDIANA

January 6, 1936

1861—SEVENTY-FIFTH ANNIVERSARY YEAR—1936

The year 1936 will mark the seventy-fifth anniversary of many important events in Lincoln history. The Farewell Address at Springfield, the memorable trip to Washington in February, the First Inaugural, and the occurrences which finally brought on the war between the states are some of the occasions which may be called to mind.

The long journey from Springfield, Illinois, to the nation's capitol which covered the period from February eleventh to February twenty-third is especially noteworthy. The towns where Lincoln stopped or spoke enroute are listed in this number of Lincoln Lore in hopes that many of the communities through which he passed may think it worth while to commemorate with some special program the seventy-fifth anniversary of the event.

The policy of silence, with respect to national issues, which Lincoln had been following since his nomination, was continued after his election, and up to the day of his inauguration. At Buffalo where he was a guest of Former President Fillmore he made a statement which reveals his attitude towards public discussion during the entire period. He said:

"When we speak of threatened difficulties to the country, it is natural that it should be expected that something should be said by myself with regard to particular measures. Upon more mature reflection, however, others

will agree with me that, when it is considered that these difficulties are without precedent, and have never been acted upon by any individual situated as I am, it is most proper I should wait and see the developments, and get all the light possible, so that when I do speak authoritatively, I may be as near right as possible."

The brief address made by Lincoln in Independence Hall at Philadelphia possibly was the outstanding utterance on the way to Washington. A plot which contemplated the assassination of Lincoln as he passed through Baltimore was discovered by detectives who supplemented Secretary Seward's advice that Lincoln proceed immediately to Washington from Harrisburg.

The towns where Lincoln is known to have stopped or where opportunity was given him to greet the people from the train are listed below with the following symbols:

(S) Train stopped but no record available of any words of greeting.

(G) Lincoln greeted people by bowing or making a passing comment.

(T) A short talk made from the rear of the train or the station platform.

(A) An address delivered at some place selected for the occasion.

THE ITINERARY

February 11, 1861
Springfield, Illinois (T)
Delivered the now famous "Farewell Address" just before the train left.

Decatur, Illinois (T)
Tolono, Illinois (T)
Danville, Illinois (T)
State Line, Indiana (T)
Lafayette, Indiana (T)
Thorntown, Indiana (T)
Zionsville, Indiana (T)
Indianapolis, Indiana (A)
Reply to address of welcome.

February 12, 1861
Indianapolis, Indiana (A)
Address to the Legislature of Indiana.
Greensburg, Indiana (T)
Shelbyville, Indiana (T)
Lawrenceburg, Indiana (T)
Cincinnati, Ohio (A)
Address to Mayor and citizens.
Address to Germans.

February 13, 1861
Milford, Ohio (T)
Loveland, Ohio (T)
Morrow, Ohio (T)
Zenia, Ohio (T)
London, Ohio (T)
Columbus, Ohio (A)
Address to Legislature Ohio.

February 14, 1861
Cadiz Junction, Ohio (S)
Steubenville, Ohio (T)
Wellsville, Ohio (T)
Rochester, Pa. (S)
Freedom, Pa. (S)
Allegheny City, Pa. (T)
Pittsburgh, Pa. (A)
Address to citizens.

February 15, 1861
Pittsburgh, Pa. (A)
Reply to Mayor Wilson and citizens.
Alliance, Ohio (T)
Ravenna, Ohio (T)
Hudson, Ohio (G)
Cleveland, Ohio (A)
Address to citizens.

February 16, 1861
Willoughby, Ohio (T)
Painesville, Ohio (T)
Madison, Ohio (G)
Geneva, Ohio (T)
Ashtabula, Ohio (T)
Conneaut, Ohio (G)
Erie, Pennsylvania (T)
Westfield, Chautauqua Co., New York (T)
Greeted Grace Bedell, a small girl who had written to him about growing whiskers.

Dunkirk, New York (T)
Silver Creek, N. Y. (S)
Girard, New York (S)
Buffalo, New York (A)

February 17, 1861
Buffalo, New York
(Attended church with Former President Fillmore. Also dined with him.)

February 18, 1861
Batavia, New York (G)
Rochester, New York (T)
Clyde, New York (G)
Syracuse, New York (G)
Utica, New York (T)
Little Falls, New York (G)
Fonda, New York (G)
Schenectady, N. Y. (G)
Albany, New York (A)
Reply to Mayor of Albany.
Reply to Governor of New York.
Address to Legislature of New York.

February 19, 1861
Cohoes, New York (G)
Troy, New York (T)
Castleton, New York (G)
Schodack, New York (G)
Stuyvesant, New York (G)
Coxsackie, New York (G)
Stockport, New York (G)
Hudson, New York (T)
Rhinebeck, New York (S)
Poughkeepsie, N. Y. (T)

Fishkill, New York (T)
Peekskill, New York (T)
New York, New York (A)
Address to citizens of New York.

February 20, 1861
New York, New York (A)
Reply to Mayor of New York.

February 21, 1861
Jersey City, N. J. (T)
Newark, N. J. (T)
Elizabeth City, N. J. (G)
Rahway, N. J. (G)
New Brunswick, N. J. (G)
Trenton, N. J. (A)
Address to Senate of New Jersey.
Address to Assembly of New Jersey.

Kensington, Pa. (S)
Philadelphia, Pa. (A)
Reply to Mayor of Philadelphia.

February 22, 1861
Philadelphia, Pa. (A)
Address in Independence Hall, Philadelphia.
Address on raising a flag over Independence Hall.
Harrisburg, Pa. (A)
Reply to Governor Curtin.
Address to Legislature of Pennsylvania.

Baltimore, Maryland (S)
Passed through Baltimore secretly, having been advised a plot to assassinate him while there was planned.

February 23, 1861
Washington, D. C.

LINCOLN LORE

Bulletin of the Lincoln National Life Foundation
Published each week by The Lincoln National Life Insurance Company, Fort Wayne, Indiana.

Number 406

FORT WAYNE, INDIANA

January 18, 1937

NOTES ON LINCOLN'S INAUGURAL TRIP

The inaugural exercises to be held in Washington on January 20, recall the long, tiresome journey which Lincoln made to the nation's capitol in 1861 for his first inaugural. Reports of his speeches on this itinerary are available and the incidents of importance which occurred enroute have been made known, especially the much publicized story of the Baltimore conspiracy resulting in Lincoln's night ride to Washington.

Little has been written, however, about the many peculiar incidents which occurred on the way which were observed by news correspondents who were on the special train. As many of these human interest happenings throw light on Lincoln's character, some of them have been compiled for this issue of Lincoln Lore.

A news correspondent wrote that upon leaving Cincinnati "the train rushed on at the rate of thirty miles an hour." Whether or not the remarkable speed of the train had anything to do with it is not known but the committee of arrangements forgot to provide any dinner for the presidential party and, although they had breakfast at 7:00 a. m., it was after 4:00 p. m. before any meal was served. Two baskets of cakes were brought on the train about noon but Lincoln's three boys managed to do away with most of them. Probably the train did not travel too fast for any of the group as the afternoon wore on with no food in sight.

Just before the procession arrived at the American Hotel, in Pittsburgh, a wagon filled with wood drove in front of the hotel in fulfillment of a bet, conditioned, that if Mr. Lincoln was elected, one party was to saw a half cord of wood in front of the American and present the wood to the poorest negro in the city. If Mr. Lincoln was not elected the other party was to saw the wood and present it to a Buffalo newspaper. The losing party sawed vigorously while Mr. Lincoln was speaking. Undoubtedly it would have pleased the President-elect, to have pitched in and helped the man who had bet against him. It is quite sure he was much interested rather than disconcerted by the side attraction.

At a station, just out of Erie, a flag inscribed "Fort Sumter" was displayed in Mr. Lincoln's immediate presence but he made no allusion whatever to it.

Horace Greeley appeared unannounced at Girard, Pa., "equipped with a valise and his well known red and blue blankets." He was ushered into the presidential car and rode with the party as far as Erie, traveling about twenty miles on the special train. Mr. Greeley joined the party again at Buffalo and the representative of the New York Herald on the train wrote this comment, "Mr. Greeley slept most of the way down and while in very graceful position he furnished a subject for the pencils of two artists of New York illustrating newspapers."

The correspondent for the New York Herald gives an interesting account of Mr. Lincoln greeting Grace Bedell, an eleven year old girl:

"At Westfield, New York, Mr. Lincoln took occasion to state that during the campaign he had received a letter from a young girl of this place, in which he was kindly admonished to do certain things, and among others to let his whiskers grow, and that, as he had acted upon that piece of advice, he would now be glad to welcome his fair correspondent, if she was among the crowd. In response to the call a lassie made her way through the crowd, was helped on the platform and kissed by the President."

While in Buffalo, President elect Lincoln was the luncheon guest of Ex-President Filmore and they attended church services together at the Unitarian Church, Sunday morning. Sunday evening, Mr. Lincoln went to hear Father Beason, the Indian preacher, who invoked a benediction on behalf of the chief executive-elect.

A banner stretched across the street in Albany called for much attention. It bore the inscription "no compromise." We are wondering if Lincoln heard the comment which one of the reporters recorded:

"This banner, so exceedingly *inappropri*, attracted very much attention and remark. On the one side it was tied to the attic window of the residence of N. G. Weed, Esq., a black republican; on the other it was fastened to the window shutter of the dwelling of J. B. King, Esq.—one of those natural curiosities—a democratic American, or Know Nothing democrat. Whether the banner meant no compromise between these two gentlemen is a question..."

Beside the tracks at nearly every depot the train passed through, a platform was constructed from which it was hoped Mr. Lincoln would speak. Some of them were well finished and beautifully decorated, while others were poorly constructed. At one place where a large table had been placed near the car for the speaker, Lincoln said that he "preferred to stick by the car." Possibly he recalled an event that happened at Erie, Pennsylvania. A large number of men had gathered on the roof of an old shed to get a glimpse of the president. Just as he passed, the roof fell in. The disappearing act of the whole company was ludicrous, indeed.

Lincoln's refusal to stand on the rickety platform, however, drew forth these comments from him: "I had to decline standing on some very handsome platforms prepared for me yesterday. But I say to you, as I said to them, you must not on this account draw the inference that I have any intention to desert any platform. I have a legitimate right to stand on." There was a large live eagle on the platform at Syracuse, New York, from which it was hoped that Lincoln would speak but time would not permit.

Enroute from Albany to New York, two new engines, never before used except on trial, were made available for the special train, one called "Union" pulled it from Utica to Poughkeepsie, and the other called "Constitution" hauled it the rest of the trip. In many ways the President-elect was impressed with the importance of preserving both the Union and the Constitution.

At an Orphan Asylum on the outskirts of New York City the children had been lined up beside the railroad track with the hope of getting a glimpse of Mr. Lincoln. Although the slowly moving train was not scheduled to stop, Mr. Lincoln had it detained a moment so that he might greet them.

On Wednesday, February 20, Mr. Lincoln attended the Irving Place Opera House in New York City at the solicitation of the reception committee. Probably he would have preferred to visit the Winter Garden, where Edwin Booth (brother of John Wilkes Booth) and J. W. Walleck, Jr., were appearing as Othello and Iago. Tad and Willie Lincoln accompanied by an attendant went to Laura Keen's theater that evening.

Railway and Locomotive Historical Society, Inc.

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TREASURER

May 30, 1940

Dr. Louis A. Warren, Director.
Lincoln National Life Foundation,
Fort Wayne, Indiana.

Dear Dr. Warren:-

Will you kindly advise if you know the name
of the Fireman on the special train of Abraham Lincoln, leaving
Springfield, Ills. on the morning of February 11, 1861.
Our record of the engine and crew is as
follows:-

Engine "L. M. Wiley".
One baggage car and passenger coach.

Conductor Walter C. Whitney.
Engineer E. H. Fralich.
Baggagemaster Pomp Williams.
Brakeman Thomas Ross.

The engine "L. M. Wiley" was built by the
Hinkley Locomotive Works, Albany Street, Boston, Mass. and
was completed September 21, 1855. It was a 4-4-0 type 14x22
cyl. 54" driv. and was the 568th engine turned out by the
Hinkley works. This was the only Hinkley engine owned by
the Great Western, all the others being Rogers, which probably
accounts for the fact that the reporters at Springfield
described the engine as "an elegant Rogers machine".

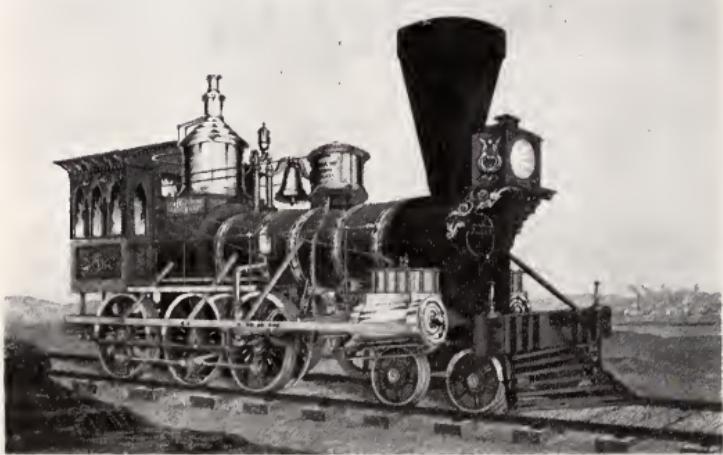
The original Hinkley records are preserved
in the Boston Public Library.

We have been trying for some years to learn
the name of the Fireman and have tried the Springfield Memorial
Association and other sources, but without result so far.

Yours very truly

Warren Jacobs
Secretary.

FREIGHT LOCOMOTIVE



24. FREIGHT LOCOMOTIVE.

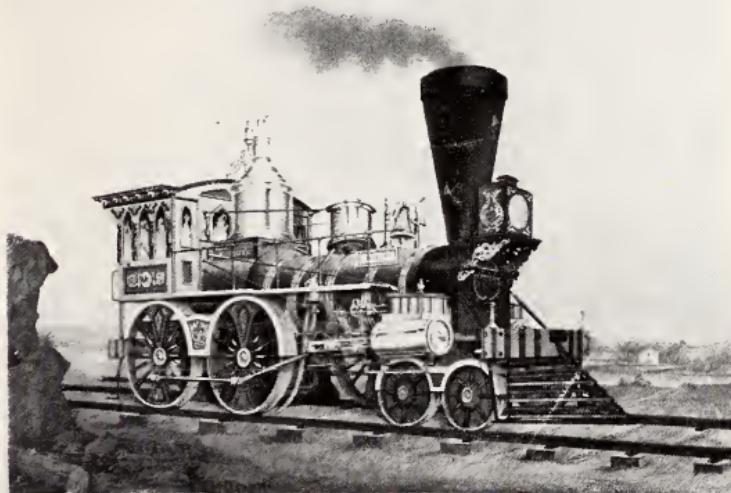
24. FREIGHT LOCOMOTIVE. *Richard Norris & Son, Locomotive Builders, Philadelphia.* Drawn by L. Haugg, 1856. Printed by A. Brett, Phila. This engine was built for the Ohio & Indiana Railroad. 11½ by 16½ in. plus margins. Lithograph printed in color. \$125.

TWO NORRIS LOCOMOTIVES

THE name of Norris in connection with locomotives was given a world-wide reputation in the early days of railroading because William Norris built the *George Washington* in 1836 for the Philadelphia & Columbia Railroad, and this engine performed the remarkable feat of hauling a 19,200-pound train to the top of an inclined plane at the speed of fifteen miles an hour with a boiler pressure which did not exceed sixty pounds. The result was an order for engines from the Birmingham & Gloucester in England and eventually from railroads in France, Austria, Prussia, Italy, Belgium, South America and Cuba. Between 1844 and 1849 William Norris was personally working in Vienna for an Austrian railroad, and when he returned, he went to the new

railroad in Panama which was built to speed emigration to the Pacific coast. A later venture in shipbuilding ended badly for William Norris, but the Norris name continued in locomotive construction through his brother Richard, whom he took into partnership in 1841. The firm eventually became Richard Norris & Son, builder of the two locomotives which are here illustrated. With their brilliant color, their Gothic cabs, their domes and sand box, the towering smoke-stacks, their cowcatchers and their decorative headlights, these mid-century locomotives are of the kind that hold the greatest interest for the collector of railroad subjects. The transformation to the austere black engine was soon to come in the work of Mason at Taunton, but we have seen reaction set in in our own day in the Diesel-powered and electric engines which are making a mild show of color, if not in the flaming hues of the earlier period.

EXPRESS PASSENGER LOCOMOTIVE



RICHARD NORRIS & SON LOCOMOTIVE BUILDERS PHILADELPHIA

25. EXPRESS PASSENGER LOCOMOTIVE. S. MEREDITH. *Built for the Cincinnati & Chicago R. R. (later one of the Big Four).* Drawn by L. Haug. Lith. of A. Brett, Philadelphia, 1856. 11½ by 16½ inches plus margins. Lithograph printed in color. \$125.

President-Elect Lincoln's Train Stopped in Decatur

GREAT WESTERN RAILROAD.

TIME CARD

For a Special Train, Monday, February 11, 1861,

WITH

His Excellency, Abraham Lincoln, President Elect.

Leave SPRINGFIELD,	8.00 A.M.
Leave JAMSTOWN,	8.15 "
Leave DAYTON,	8.24 "
Leave MECHANICSBURG,	8.30 "
Leave LANCASTER,	8.37 "
Leave ILLIOPOLIS,	8.49 "
Leave NIANTIC,	8.58 "
Leave SUMMIT,	9.07 "
Arrive at DECATUR,	9.24 "
Leave "	9.29 "
Leave OAKLEY,	9.45 "
Leave CERRO GORDO,	9.54 "
Leave BEMENT,	10.18 "
Leave SADORUS,	10.40 "
Arrive at TOLONO,	10.50 "
Leave "	10.55 "
Leave PHILO,	11.07 "
Leave SIDNEY,	11.17 "
Leave HOMER,	11.30 "
Leave SALINA,	11.46 "
Leave CATLIN,	11.59 "
Leave BRYANT,	12.07 P.M.
Leave DANVILLE,	12.12 "
Arrive at STATE LINE,	12.30 P.M.

This train will be entitled to the road, and all other trains must be kept out of the way.

Train to be passed and met must be on the side track at least 10 minutes before this train is due.

Agents at all stations between Springfield and State Line must be on duty when this train passes, and examine the switches and know that all is right before it passes.

Operators at Telegraph Stations between Springfield and State Line must remain on duty until this train passes, and immediately report its time to Chas. H. Speed, Springfield.

All Foremen and men under their direction must be on the track and know positively that the track is in order.

It is very important that this train should pass over the road in safety, and all employees are expected to render all assistance in their power.

Red is the signal for danger, but any signal apparently intended to indicate alarm or danger must be regarded, the train stopped, and the meaning of it ascertained.

Carelessness is particularly enjoined.

F. W. BOWEN,
Supt.

Abraham Lincoln came into Decatur by train many times. His last visit was as President-elect,

when his special train arrived in Decatur at 9:24 a.m. on Feb. 11, 1861. The great care which the

train received is shown in the special time card which was issued for it.

Fort Lauderdale News and Sun Sentinel
Fort Lauderdale, Florida
February 26, 1961

FORT LAUDERDALE NEWS AND SUN-SENTINEL, Sunday, Feb. 26, 1961 1-G

A Memorable Trip . . .

GREAT WESTERN RAILROAD.

TIME CARD

For a Special Train, Monday, February 11, 1861,

WITH

His Excellency, Abraham Lincoln, President Elect.

Leave	SPRINGFIELD,	8.00 A.M.
"	JAMESTOWN,	8.15 "
"	DAWSON,	8.24 "
"	MECHANICSBURG,	8.30 "
"	LANESVILLE,	8.37 "
"	ILLIOPOLIS,	8.49 "
"	NIANTIC,	8.58 "
"	SUMMIT,	9.07 "
Arrive at	DECATUR,	9.24 "
Leave	"	9.29 "
"	OAKLEY,	9.45 "
"	CERRO GORDO,	9.54 "
"	BEMENT,	10.13 "
"	SADORUS,	10.40 "
Arrive at	TOLONO,	10.50 "
Leave	"	10.55 "
"	PHILO,	11.07 "
"	SIDNEY,	11.17 "
"	HOMER,	11.30 "
"	SALINA,	11.45 "
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Supt.

Time Card For Abraham Lincoln's Train ... And Souvenir Of It

Exactly 100 years ago this month, President-elect Abraham Lincoln boarded a special train in Springfield, Ill., and spent 12 days whistle-stopping across the country on a slow, hand-shaking trip to Washington, D. C., for his inauguration on March 4.

A Ft. Lauderdale man has, for his own Lincoln memoir, a souvenir time card from that memorable trip.

Though his friends sneaked him into Washington at 6 a.m. without fanfare because they feared for Lincoln's life, apparently the Great Western Railroad was not so cautious.

They printed in full detail and circulated freely the time card which stated exactly when Lincoln would arrive and leave every stop.

Demetrio Traversini, of 4701 NE Second

Terr., has had the time card some 15 years, but kept it tucked away until the recent Civil War centennial brought Lincoln's life into the limelight again. His daughter Patty had it framed for him.

Traversini obtained it some 15 years ago from a friend in the railroad salvage business. Before that, this particular card had been handed down through the generations of 100 years.

In small type at the bottom, the railroad showed that it valued its famous passenger. Agents were urged to check all switches before the train passed; telegraph operators were ordered to remain at their posts, and all foremen and their men were ordered to check the tracks.

October 1987 *Railway Age*

100 YEARS AGO IN



(October 1887)

An electric street railway is being constructed at Richmond, Va., and eleven miles of track have been laid. The road is said to be the most complicated electric railway ever constructed, as it has many steep grades and sharp curves.

The stage journey between San Francisco and Portland, Oregon, is now reduced to 13 miles and the gap between the two ends of track is still less.

A special train over the Bee Line carrying the Depew-Vanderbilt party on October 1 made the run from Cincinnati to Delaware, O., 130 miles, in three hours and fifteen minutes, and to Cleveland in six hours and twenty-eight minutes, the distance being 244 miles. A speed of 65 miles

per hour was reached several times. Mr. Vanderbilt was so well pleased with the run that he made each of the trainmen a present of a \$10 gold piece.

The Union Switch & Signal Co. of Pittsburgh recently received contracts in one week aggregating over \$40,000.

A sleeping car express has been inaugurated between London, Paris and Lisbon in connection with ocean steamer service to South America and south Africa.

The question of the employment of women in the railway service is one of those considered at the recent international railway congress at Milan. While in continental Europe women are employed to a considerable extent in menial services about railway stations and to some extent as ticket sellers, telegraph operators and station agents, the feeling seems to be against committing to them positions of any considerable financial or operative responsibility. In this country there has been a marked tendency within a few years toward the employment of women in railway offices, chiefly as stenographers and type writers, though some are engaged in ticket offices, etc. Practically, however, the same

view which is held by European railway officials, to the effect that from their physical and mental constitutions women are not adapted to the excitement and severe responsibility of the railway service, seems to prevail in this country; at least the instances in which women are employed as ticket sellers, telegraph operators and station agents are comparatively few.

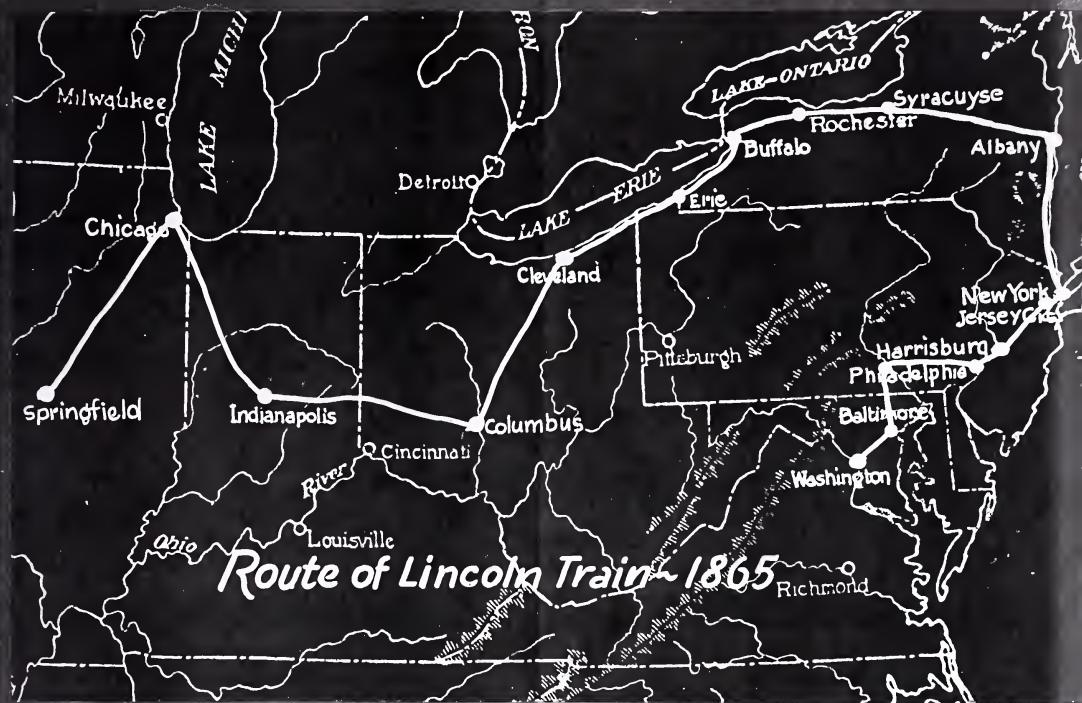
There is still running in good condition on the Auburn branch of the New York Central railroad the car in which Abraham Lincoln rode from Buffalo to Albany on his way to Washington for his first inauguration. The ceiling is decorated with the national flag, and at one end is the portrait of Lincoln and at the other one of Washington. The car, now known as No. 540, was new in February 1861, and was decorated for the purpose of carrying the president.

The Pennsylvania railroad company during 1886 built at its shops 124 locomotives, 106 passenger cars, 2 baggage cars, 403 freight cars, and 168 way cars.

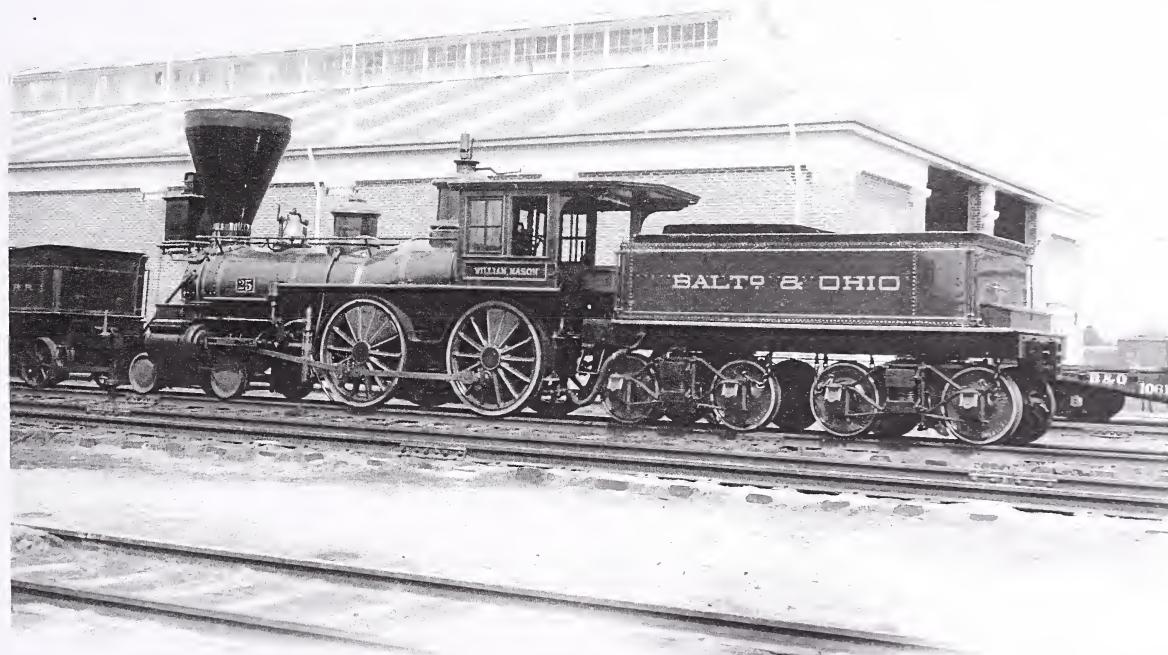
The bill forbidding the running of railway trains on Sunday between the hours of 9 A.M. and 3 P.M. passed the Connecticut legislature and will take effect June 1.

>From: "V. I. A. Veedersburg Insuranc" <v.i.a@sbcglobal.net>
>To: cnasslincolncommission@hotmail.com
>Subject: Abraham Lincoln's trip through Indiana :: Feb 11 - 12 , 1861
>Date: Mon, 6 Aug 2007 07:32:34 -0700 (PDT)
>
>Dear Connie Nass,
>
>Knowing that your meeting of IALBC is tomorrow (8-7-07), believe the
>following info may be of assistance.
>
>- - - - -
>
>((Due to gathering info on all eighty - eight (88) locations
>(Springfield, Ill to Washington, D. C.):: All specifics even within in
>Indiana are not yet in my hands. Below is best info as of this date.))
>
>Lincoln's trip encompasses:
>
> 1,901 miles of travel, using twenty four (24) wood&coal fired Steam
>Locomotives:: Springfield to Washington over twelve (12) calendar days
>((taking off Sunday (Feb 17th) for Rest and Wednesday (Feb 20th) for
>meetings - etc in New York City.)) Lincoln arrived in Washington, D. C. at
>6:00 AM on (Saturday) Feb. 23, 1861. All other time was spent in
>train travel.

>
> In Indiana:::
>
> 213 miles were traveled from Indiana border to border, using
>three (3) wood fired Steam Locomotives :: on the dates of Feb. 11 & 12,
>1861. Lincoln spent the Night of Feb 11th in Indianapolis - Lincoln woke
>up in Indianapolis on His Birthdate. On Feb. 12th Lincoln departed
>Indianapolis at 11:00 AM and arrived in Cincinnati, Ohio shortly after
>three P.M.
>
> In Indiana Lincoln stopped at the following:
>
> 1. State Line, Indiana (Track Gauge difference & Had Lunch)
> 2. Lafayette (Changed Locomotives)
> 3. Thorntown
> 4. Lebanon
> 5. Zionsville
> 6. Indianapolis (Night Stayed) (Changed
>Locomotives)
> 7. Shelbyville
> 8. Greensburg
> 9. Morris
> 10. Lawrenceburg (Track Gauge difference in
>Cincinnati.)
>
>There are NO ""Site Markers"" existing at:: Thorntown, Greensburg, and
>Morris.
>
>((I have seem to have located one in Indianapolis.
> As of yet have no responses from Lafayette or Shelbyville, so
>unknown if any ""Site Markers"" exist at said locations.))
>
>Hopefully this is of assistance.
>
>Sincerely,
>
>Al Wolf, cpcu, clu







This Locomotive was built in
1852

and headed the first train
into Wheeling on Jan 1st 1853.

The William Mason
Also headed Lincoln's train
Baltimore to Washington Jan 1861.

